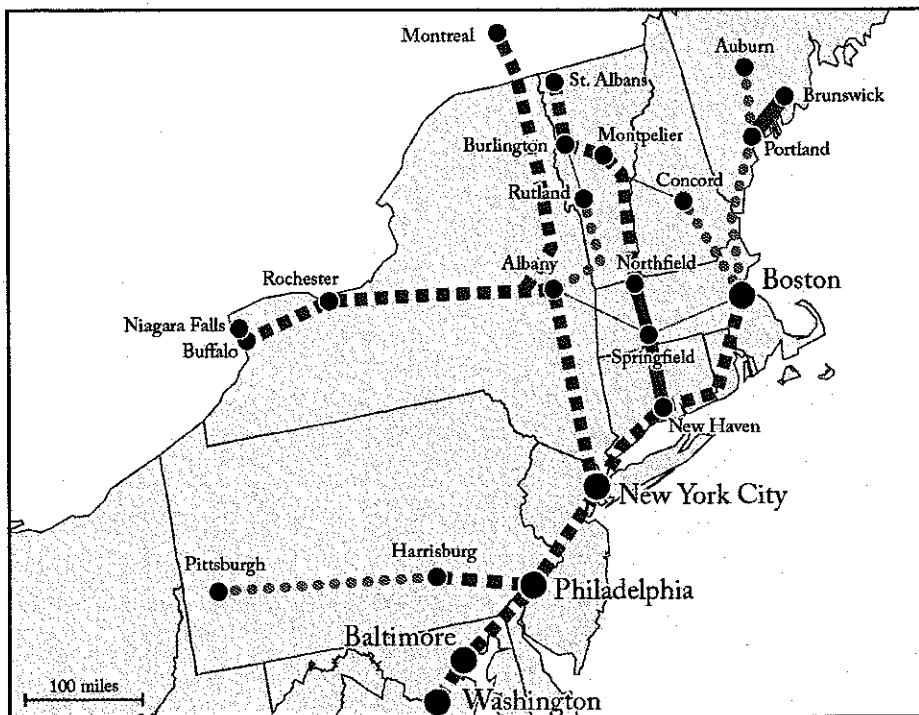






High-Speed Intercity Passenger Rail Program

Northeast Region *(page 1 of 2)*

Corridor Overview – October 2010



Legend

-  Corridor Development Program
-  Projects Laying Foundation for High-Speed Passenger Rail
-  Corridor Planning Studies *(Illustrative drawing only; several alternatives under study)*
-  Long-Term Vision for High-Speed Passenger Rail

Awardees:

Northern New England Passenger Rail Authority
New Hampshire Department of Transportation
Vermont Agency of Transportation
Massachusetts Department of Transportation
Rhode Island Department of Transportation
Connecticut Department of Transportation
State of New York Department of Transportation
New Jersey Transit
Pennsylvania Department of Transportation
Delaware Department of Transportation
Maryland Department of Transportation
District Department of Transportation (*Washington, D.C.*)

Total Approximate Funding (all corridors):

FY10: \$198,000,000

Benefiting States:

Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Washington, D.C.

Miles of Track:

New – 84 miles
Upgraded – 1,542 miles
Planned – 727 miles

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Northeast region has the most integrated passenger rail network in the country. It received approximately \$485 million in high-speed rail grants from the Recovery Act and FY 2009 awards, supplementing an additional \$706 million in Recovery Act money that went to Amtrak improvements in the region.

It includes eight intercity passenger rail corridors: the Northeast Corridor (Washington, D.C. – New York – Boston); the Empire Corridor (New York – Albany – Buffalo); the Boston – Portland – Brunswick corridor; the Boston – Concord corridor; the New Haven – Springfield – Burlington – St. Albans corridor; the Philadelphia – Harrisburg corridor; the New York – Montreal corridor; and the Albany – Rutland corridor.

The \$198 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which will boost speeds, cut trip times, and strengthen the system as a real alternative to air and car travel. Additionally, the U.S. Department of Transportation will pilot a federally-led planning study for intercity passenger rail along the Northeast Corridor and adjoining regional corridors, executed in close coordination with the states and other stakeholders via the Northeast Corridor Commission.

Summary of Corridor Investments

Washington, D.C. – New York – Boston (Northeast Corridor)

Through FY 2010 awards, a \$32.5 million grant will fund an environmental study and preliminary engineering for the South Station expansion in Boston. An additional \$13.3 million in FY 2010 money will install 1.5 miles of high-speed rail track, construct additional crossovers, and replace a bridge near Wilmington, DE. These improvements will help alleviate a traffic bottleneck and allow for increased track speeds.

These investments build on prior Recovery Act awards that support: the completion of engineering and environmental work for a new tunnel in Baltimore; station and track improvements at Baltimore-Washington International station; the final design of a new bridge to replace the Portal Bridge in New Jersey; and track design work in Rhode Island.

High-Speed Intercity Passenger Rail Program

Northeast Region *(page 2 of 2)*

The Northeast Corridor is the spine of the region's passenger rail network; over 10.5 million passengers traveled this corridor in 2009, making it the busiest in the United States. A long-term plan to significantly reduce travel times is being developed by the Northeast Corridor Commission.

New York – Albany – Buffalo

Through FY 2010 awards, an \$18.5 million grant will add crossovers and reconfigure signals at Syracuse Station and DeWitt Yard on the Empire Corridor. An additional \$7.9 million in FY 2010 money will replace signal pole lines with underground cable between Poughkeepsie and Redhook, modernizing communication and benefiting intercity passenger rail. An additional \$2 million in FY 2010 money will pay for preliminary engineering and environmental studies for the replacement of the Livingston Avenue Bridge.

These investments build on prior Recovery Act awards that support seven interrelated projects on the Empire Corridor, including track construction, signaling and grade crossing improvements, and station enhancements in Rochester and Buffalo. These projects will have significant safety benefits and improve on-time performance throughout the line.

The 468-mile Empire Corridor connects all of New York's largest cities. The long-term vision for the corridor includes speed increases to 110 miles per hour and the addition of daily round trips. One of the largest projects will construct a third track between Albany and Buffalo.

Boston – Portland – Brunswick

Through FY 2010 awards, a \$600,000 grant will pay for a planning and environmental study for the Downeaster Corridor from Boston to Maine, including Portland, Brunswick, and Auburn.

These investments build on prior Recovery Act awards that are paying for 30 miles of track rehabilitation and grade crossing improvements to extend passenger rail service from Portland to Brunswick, ME.

Five round trips per day currently connect Portland to Boston and the Northeast Corridor. The long-term vision for the route includes reducing travel times between Boston and Portland by 17 percent and increasing capacity to seven daily round trips.

Boston – Concord

Through FY 2010 awards, a \$2.2 million grant will pay for a planning and environmental study for new rail service connecting Boston and Concord. With stops in Manchester and Nashua, the new line will serve more than 500,000 residents in Southern New Hampshire once developed. In the future, this rail line will connect Concord to the Manchester-Boston Regional Airport and could be expanded north through White River Junction, VT to Montreal.

New Haven – Springfield – Burlington – St. Albans

Through FY 2010 awards, a \$120.9 million grant will create a fully double-tracked 110 miles per hour high-speed rail corridor between New Haven and Springfield. This includes the construction of new track, rehabilitation of deteriorated bridges, installation of new crossovers and positive train control signaling, and improvements to grade crossings and station facilities.

These investments build on prior Recovery Act awards that support rerouting service north of Springfield to better connect with the Knowledge Corridor, a series of college towns between Springfield and Northfield, MA. Additional projects include: the restoration of a station in Northampton; the construction of a new station in Greenfield; the building of 11 miles of a second main track in Connecticut; and the improvement of tracks and bridges in Vermont.

This corridor hosts several intercity passenger rail services that connect communities in Vermont, Massachusetts, and Connecticut with the Northeast Corridor. The long-term vision for the corridor includes the expansion of train service between New York City and Hartford's Bradley International Airport and the further development of an inland high-speed rail line between Boston and New York.

Philadelphia – Harrisburg

Prior Recovery Act investments are supporting projects that eliminate grade crossings, make track and signal design improvements, and study an extension of the Keystone service to Pittsburgh. Recent improvements to this 110 miles per hour corridor have made it the second busiest in the region, with 13 round trips per day. The long-term vision for the corridor includes an extension to Pittsburgh and other communities in western Pennsylvania.

New York – Montreal

Prior Recovery Act investments are supporting the construction of two miles of new track that will relieve congestion and improve on-time performance. There is currently daily service between New York and Montreal on this corridor, and future efforts will focus on improving speed and reliability.

Albany – Rutland

Prior Recovery Act investments are supporting plans to study an alternate routing from Albany to Rutland, VT via Bennington, introducing passenger rail service to several communities. There is currently daily service between Albany and Rutland, VT. The long-term vision for the corridor includes a proposed rerouting and extension that would expand service to Burlington, improving western Vermont's connectivity to New York City.